

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

1 - 11. (Canceled).

12. (Currently Amended) A method for setting an operating point of a drive train whose purpose is to provide a mechanical and an electrical power output, the method comprising:  
selecting characteristic map from a plurality of characteristic maps on the basis of a required electrical power by power consumers, distinct from an energy storage device, of an on-board electrical system; and  
as a function of the characteristic map, selecting the operating point on the basis of a plurality of at least one of kinematic and dynamic degrees of freedom.

13. (Currently Amended) The method according to claim 12, wherein a control for [[an]] the energy storage device of the on-board electrical system supplies a parameter which is indicative of a condition of the energy storage device, and the characteristic map is additionally selected on the basis of the parameter.

14. (Previously Presented) The method according to claim 13, wherein, the required electrical power of the on-board electrical system is determined as a function of the electrical power required by the power consumers and an electrical power one of demanded from and deliverable by the energy storage device.

15. (Previously Presented) The method according to claim 14, further comprising one of charging and discharging the energy storage device as a function of the characteristic map.

16. (Previously Presented) The method according to claim 13, further comprising assigning the required electrical power of the on-board electrical system to a power stage, on whose basis the characteristic map is selected.

17. (Previously Presented) The method according to claim 16, wherein the power stage is additionally selected on the basis of at least one of the condition of the energy storage device of the on-board electrical system and a level of an available voltage.

18. (Previously Presented) The method according to claim 12, wherein the method is performed in a motor vehicle.

19. (Previously Presented) The method according to claim 18, wherein a first degree of freedom is constituted of a variable that represents a speed of the motor vehicle.

20. (Previously Presented) The method according to claim 12, wherein a dynamic degree of freedom is constituted of a setpoint torque.

21. (Previously Presented) The method according to claim 12, wherein the drive train has a transmission, and a ratio of the transmission is controlled.

22. (Previously Presented) The method according to claim 12, wherein the drive train has an electric drive and an internal combustion drive, at least one of a torque and a speed of the internal combustion drive is specified, and at least one of a torque and a speed of the electric drive is specified.

23. (Currently Amended) The method according to claim 12, wherein the operating point is such that electrical losses of the drive train during conversion of ~~[[the]]~~ drive ~~train~~ power are coverable without charging or discharging a battery.

24. (New) The method according to claim 12, further comprising:

one of charging and discharging the energy storage device as a function of the characteristic map; and

assigning the required electrical power of the on-board electrical system to a power stage, on whose basis the characteristic map is selected;

wherein:

a control for the energy storage device of the on-board electrical system supplies a parameter which is indicative of a condition of the energy storage device, and the characteristic map is additionally selected on the basis of the parameter,

the required electrical power of the on-board electrical system is determined as a function of the electrical power required by the power consumers and an electrical power one of demanded from and deliverable by the energy storage device,

wherein the power stage is additionally selected on the basis of at least one of the condition of the energy storage device of the on-board electrical system and a level of an available voltage, and

wherein the operating point is such that electrical losses of the drive train during conversion of drive power are coverable without charging or discharging a battery.

25. (New) The method according to claim 24, wherein a first degree of freedom is constituted of a variable that represents a speed of a motor vehicle, wherein a dynamic degree of freedom is constituted of a setpoint torque, wherein the drive train has a transmission, and a ratio of the transmission is controlled, and wherein the drive train has an electric drive and an internal combustion drive, at least one of a torque and a speed of the internal combustion drive is specified, and at least one of a torque and a speed of the electric drive is specified.